

and Brooklynites failed to see more than the tail end of the parade, and many of them missed it entirely. The remarks these people made about the trolley line would make interesting reading, but that is another story.

On Staten Island's shore.

Fort Hamilton was by no means the only place where sightseers converged this morning. The Staten Island eastern shore was lined with people for almost its entire length, while the heights around Fort Wadsworth, directly across the Narrows, were almost covered with spectators.

The captain of nearly every craft in New York Bay seemed to partake of the patriotic spirit of the occasion, and showed his patriotism in a lavish display of bunting.

True, flags of all nations fluttered in the breeze, the foreign vessels in front flying their National emblems to show that their country was doing as much as any one to contribute to the success of the honorary testimonial to Mr. Columbus's good sense in discovering America, but everywhere predominating and waving with appropriate pride and dignity were the Stars and Stripes, simpler in design than many of its rivals, but excelling all in beauty.

It was the intention of Admiral Gherard to have the big squadron under way at about 9 o'clock, but it was just 8.40 when the signal to start was run up at the masthead of the flagship Philadelphia, which was anchored just below the Narrows towards the Staten Island shore from midstream, the other American cruisers being stationed at intervals in a long line that extended down to Hoffman Island.

A little head of the starboard column of foreign ships was the British flagship Blake, which looked more like a Hamburg-American liner than a huge marine machine of war.

The foreign column extended well down towards Noron's Point on Coney Island, and the last vessel, the little Brazilian Republic, was scarcely discernible except through a powerful glass.

The Start Made.

It was exactly 9.42 when the screws of the Philadelphia began to revolve slowly and she glided up the Narrows as gracefully as a swan, yet steadily as a church.

At precisely the same moment Vice-Admiral Sir John Hopkins's big flagship Blake broke away from her anchorage as if attached to the Philadelphia by cables.

Riding exactly abreast, neither one ahead of the other, these two huge warships led the naval grand march up the bay.

Never was a grand guard in a ballroom more brilliantly executed by human partners than was this naval evolution, and never did two human partners exhibit more grace than did the steel marine representatives of Uncle Sam and Queen Victoria.

In furtherance of this majestic grand march the United States cruiser Newark, Rear Admiral Benjamin Baglip, then fell astern into line, and, so to speak, offered an arm to another Miss Britannia, the big cruiser Australia.



REAR-ADMIRAL WALKER.

In a similar manner all the other American cruisers fell into line, acting the part of escorts, their partners being foreign cruisers.

As there were only twelve United States men-of-war in line, the vessels of Argentina, Holland and Germany also played the part of escorts.

The big marine procession moved in this order, the port column being nearest, the Staten Island shore, the starboard nearest the Long Island shore, and the Mantonmoh joining the fleet at the Battery.

Order of the Procession.

Port Column.

1. Philadelphia (flag).
2. Newark (flag).
3. Australia.
4. Argentina.
5. Holland.
6. Germany.
7. Brazil.
8. Chile.
9. Peru.
10. Uruguay.
11. Colombia.
12. Venezuela.
13. Ecuador.
14. Bolivia.
15. Paraguay.
16. Uruguay.
17. Mantonmoh.

Starboard Column.

1. Philadelphia (flag).
2. Newark (flag).
3. Australia.
4. Argentina.
5. Holland.
6. Germany.
7. Brazil.
8. Chile.
9. Peru.
10. Uruguay.
11. Colombia.
12. Venezuela.
13. Ecuador.
14. Bolivia.
15. Paraguay.
16. Uruguay.
17. Mantonmoh.

Notes from the Force.

The instant the Philadelphia and Blake began to move there was a puff of smoke from the grim battlements under Fort Wadsworth, and the next moment the first report of a National salute of twenty-one guns was heard.

The battery at Fort Hamilton then took up the refrain, also firing a National salute alternately with the guns at Fort Wadsworth, to the coming ship of war.

It was well for both forts that the shots fired by them this morning were with peaceful intent and in honor of the vessels passing between.

Had the ships been bent on running the Narrows on a mission of destruction, they would have done so just as easily as they did this morning.

A few shots from the big Blake or the Russian Dimitri Donskoi, to say nothing of the French, German and Italian commerce destroyers, would have converted into heaps of crumbled stone what now appears to be the most substantial works of masonry.

But this morning the foreign fleet sailed quietly by, never returning a shot.

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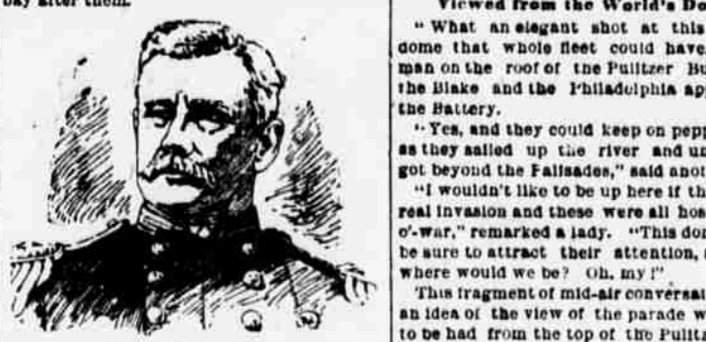
TURNING INTO NORTH RIVER.

Frenchman, Jean Bart, was not honored with one of two guns, and the Brazilian Aquitaban as well, but with the exception of two or three guns as the Italian Atina and Giovanni Bausan and the Spanish Infanta Isabel, Reina Regente and Nueva Espana were passing, no shots were fired after the National salute.

One Hour in Passing.

It was just one hour after the Philadelphia and Blake moved up the bay when the last ships, the Brazilian Tiradentes and Republica, passed through the Narrows.

Then people on the heights at Fort Wadsworth and Hamilton regretfully wended their way home again, while the hundreds of steamboats and other pleasure craft, all loaded down with sightseers, fell into line behind the warships and journeyed up the bay after them.



REAR-ADMIRAL BENHAM.

None of them, however, was allowed to cross the line of warships or come near to it. This was attended to by a small army of patrol tugs, controlled by Capt. Frederick Rodgers, U. S. N., who had entire charge of the harbor and channel during the naval parade.

The patrol tugs escorted the line-of-war ships, cleared their way of ferry-boats, dashed seaward up to the rear of the steamships and warned them to keep off or run the risk of getting the visitors' big guns pointed at them.

They guarded the right and left of the line and brought up the rear with a dignity which, when their size was compared with that of the warships they were guarding, made their actions seem almost ludicrous.

Among the pleasure craft that brought up the rear of the procession was the steamboat Howard Carroll, plentifully decked out with flags, the American and Spanish colors predominating.

The Yamosue, W. K. Hearst's fleet steam yacht, also attracted much attention in the pleasure-craft fleet, but gave no one an opportunity of witnessing her altitudes as she steamed leisurely along in the rear of the patrol tugs.

Sailing into North River.

It was 10.15 o'clock when the patrol boats reached Liberty Island and the head of the great column of iron monsters swung into the North River.

There was a noticeable absence of noise as the vessels rounded the Battery. It was as if the countless thousands who viewed the parade from both the New York and New Jersey shores were stricken dumb by the grandeur of the spectacle.

Slowly and majestically the great masses of iron and steel moved through the calm waters of the regal Hudson. There was a great skurrying of small craft to get out of the way, and the patrol boats had no difficulty in keeping the course clear.

As one after another of the marine scouts passed the Battery, the crowd commented on their respective merits as pieces of naval architecture, and various were the opinions expressed as to the relative advantages of one nation over another on the high seas.

Comparisons of the Spectators.

The ships of the White Squadron were readily picked out by reason of their somewhat cleaner lines as well as by their distinguishing color.

The marked contrast between some of the United States ships and the foreign vessels, notably between the flagship Chicago and the Russian leviathan Dimitri Donskoi, whose ponderous proportions struck the spectators as being too unwieldy for active warfare, was vividly commented upon.

The Chicago, according to the perhaps prejudiced observers, appeared as if able to sail around the world, while the Russian leviathan seemed to be a mere toy.

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in waiting for them. Gen. Horace Porter will receive them at the Club. Sixth Artillery, Liberty Island, and thirty marines from the American Squadron will act as a guard of honor at the clubhouse.

The Duke de Veragua will attend in uniform of Admiral of the Spanish Navy.

Supper is to be served at 9 o'clock. The clubhouse has been handsomely decorated for the occasion with flags of all nations and electric lights.

BYRNES TO THE CAPTAINS.

The Policemen Must Be Uniformed Gentlemen Now.

Supt. Byrnes summoned all the police Captains to Headquarters this morning for the purpose of instructing them relative to the order which must be maintained in the city during the celebration days of this week.

In addition to the general order of police arrangement, as issued last evening, the Superintendent gave some verbal instructions which he ordered the Captains to have strictly enforced.

"The immense number of people of all nations, with whom the policemen will come in contact, must be treated with the respect and consideration due them," was one of the orders, "and," continued Supt. Byrnes, "at the same time order must be preserved."

"The club is now a thing of the past, and the period since its going out has proven that our force is competent to handle the unruly element on such occasions, without resorting to its use."

The Department is to be no menace to the public, but now rather has assumed the purpose of its creation—the public safety.

"You will see, Captains, that while your subordinates are faithful to stern duty, they are in every instance courteous and act well the part of uniformed gentlemen."

Supt. Byrnes will remain in his private office, if he could not see the naval parade, he had a word picture continually before him.

The little silver bell attached to his vest, which he rang when he was called to the office, was the information came from every one of the sub-stations on the city of New York, that what was taking place all along the line.

Supt. Byrnes will know precisely to the minute to-morrow morning when the parade will start on the reviewing tour, and the same knowledge will be his when the President lands at the foot of Ninety-sixth street.

Even the fact that the President and his party have been known as fully. Should an accident occur at any moment, it will be Byrnes who will issue the commands.

TO-MORROW'S PROGRAMME.

The Arrangements for the Review by the President.

Arrangements for the naval review to-morrow are all completed. At 8 o'clock in the morning the colors will be displayed on all the United States vessels, and the whole fleet will be put in readiness for the review.

The foreign vessels will also be gorgeously dressed with colors, and a magnificent display is to be expected.

Each of the American vessels at 9.30 will be ordered to anchor in the harbor, and the reviewing tour will begin.

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This morning, and everything was in readiness at an early hour to receive with proper form the distinguished visitors who have come here from all quarters of the globe to take part in the grand three days' naval celebration.

The National colors were displayed from all the public and many of the private buildings, and from the high dome of the Pulitzer Building as far as the eye could reach the broad expanse of the city was dotted with fluttering flags.

From the City Hall, in addition to the National, State and municipal banners, was displayed the gorgeously colored flag of Sweden in yellow, blue and red in honor of John Ericsson, the inventor, whose statue is unveiled to-day.

The harbor and rivers were alive with excursion boats and small craft of every description, gayly decorated with flags and bunting, all carrying large crowds of sight-seers eager to obtain a good view of the majestic columns of warships, and to witness the arrival of the vessels awaiting the arrival of the war vessels.

With clear skies, bright sunlight and fresh, bracing wind from the north, every point of observation along the river front from the Battery up to Riverside Park was taken possession of by the eager crowds.

From Seventy-second street northward to the point where the Harlem river is chocked, the bluff and grassy slopes of Riverside Park were early swarming with people awaiting the arrival of the war vessels.

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FATHER O'CARROLL. THE LAST FIVE DAYS.

The Venerable Brooklyn Priest Again Notice is Given That the \$3 Rate Will Be Positively Withdrawn.

He Was a Sufferer from Bronchial Asthma, and Under the Treatment of Those Specialists Improved Rapidly—A Signed Statement of the Disease and the Effects of the Treatment.

Every one in Brooklyn knows Father P. J. O'Carroll, of St. Anthony's Roman Catholic Church, on Manhattan avenue, opposite Milton street. He is venerated by the members of his congregation—one of the three largest in the city—and honored and esteemed by all men. It will be said that the thousands who know him when it is learned that he is recovering his health and is improving rapidly under the care of Dr. Copeland and Gardner.

Following upon the statements of Father O'Carroll, of St. Anthony's Church, Brother Paul, Vice-President of St. Francis's College, Brooklyn, and other members of other families, of doctors, laymen and clergymen, who have all attested the testimony of Father O'Carroll to the last degree convincing.

Father O'Carroll, when he applied to Drs. Copeland and Gardner for treatment of his bronchial asthma, affecting the voice, the breathing organs and the general health. The case represents the most frequent form of what is known as a chronic disease, and illustrates the fact that asthma is seldom a disease of itself, but usually follows those difficulties of the breathing organs that are a direct result of catarrhal trouble.

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